

Practical Test Standards Changes

FAA-S-8081-4C, Instrument Rating Practical Test Standards

Change 1: 12/9/98

Reason: To correct errors.

- **Appendix 1—Levels of Simulation Device Credit, Use of Chart, Note 1 and 2.**

Reason: Correction of circling approach altitude tolerances for minimum descent altitude (MDA).

- **AREA OF OPERATION: INSTRUMENT APPROACH PROCEDURES, TASK D, CIRCLING APPROACH (IA, A, AA).**

Change 2: 03/11/99

Reason: To align the PTS with part 61.

- **Added a Rating Task Table matrix and changed appropriate references in the introduction.**
- **Removed all references applicable to added ratings (in parenthesis) by each TASK on the Examiner's Checklist and throughout the PTS.**

Reason: To bring the PTS in line with the Aeronautical Information Manual (AIM).

- **All references to Standard Instrument Departure (SID or SID's) have been changed to read: instrument departure procedures (DP's).**

FAA-S-8081-5D, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Airplane

Change 1: 02/07/01

Reason: To correct omissions and errors in the original.

V. AREA OF OPERATION: INSTRUMENT PROCEDURES

TASK C: PRECISION INSTRUMENT APPROACHES

TASK E: CIRCLING APPROACH

FAA-S-8081-6A, Flight Instructor Practical Test Standards for Airplane

Change 1: 07/20/97

Reason: Reference change. The reference AC 61-92 was canceled while FAA-S-8081-6A, Flight Instructor Practical Test Standards, was being printed. New reference is AC 61-67.

- **AREA OF OPERATION:** II. TECHNICAL SUBJECT AREAS

TASK C: USE OF DISTRACTIONS DURING FLIGHT TRAINING (ASEL and ASES)

FAA-S-8081-12A, Commercial Pilot Practical Test Standards for Airplane

Change 1: 4/28/97

Reason: Text in all STEEP TURNS Tasks has been changed to emphasize steep turn entry speed at manufacturer's recommended speed, or one designated by the Examiner, not to exceed V_A . This provides an option of a slower entry speed, when operating a lower performance land or seaplane.

- **SINGLE-ENGINE LAND**
AREA OF OPERATION: PERFORMANCE MANEUVERS
TASK A: STEEP TURNS
- **MULTIENGINE LAND**
AREA OF OPERATION: PERFORMANCE MANEUVER
TASK: STEEP TURNS
- **SINGLE-ENGINE SEA**
AREA OF OPERATION: PERFORMANCE MANEUVERS
TASK A: STEEP TURNS
- **MULTIENGINE SEA**
AREA OF OPERATION: PERFORMANCE MANEUVER
TASK: STEEP TURNS

Change 2: 8/15/97

Reasons: Text changed in Introduction to agree with the new 14 CFR part 61 complex airplane definition.

Notes added to Rating Task Table to clarify required aircraft for added rating practical tests.

Appendixes 1 and 2 are expanded to include additional NOTES and conditions required for pilot certification in FTDs and simulators. Additional lower levels of FTD are now included for certain flight tasks.

- **Introduction [Aircraft and Equipment Required for the Practical Test]**
- **Section 1, Single-engine land (SEL): Rating Task Table**
- **Appendix 1 (TASK VS. SIMULATION DEVICE CREDIT)**
Single-Engine Land (SEL)

Appendix 2 (TASK VS. SIMULATION DEVICE CREDIT)
Multiengine Land (MEL)

Change 3: 12/4/97

Reasons: Text in Introduction changed to meet complex airplane requirement.

Text changed in Introduction to line up with the new 14 CFR part 61.

- **Introduction [Aircraft and Equipment Required for the Practical Test]**
- **Introduction [Unsatisfactory Performance]**

FAA-S-8081-14, Private Pilot Practical Test Standards for Airplane

Change 1: 4/28/97

Reason: Text in all STEEP TURNS Tasks has been changed to emphasize steep turn entry speed at manufacturer's recommended speed, or one designated by the Examiner, not to exceed V_A . This provides an option of a slower entry speed, when operating a lower performance land or seaplane.

- **SINGLE-ENGINE LAND**

AREA OF OPERATION: PERFORMANCE MANEUVER

TASK: STEEP TURNS

- **MULTIENGINE LAND**

AREA OF OPERATION: PERFORMANCE MANEUVER

TASK: STEEP TURNS

- **SINGLE-ENGINE SEA**

AREA OF OPERATION: PERFORMANCE MANEUVER

TASK: STEEP TURNS

- **MULTIENGINE SEA**

AREA OF OPERATION: PERFORMANCE MANEUVERS

TASK A: STEEP TURNS

FAA-S-8081-15, Private Pilot Practical Test Standards for Rotorcraft

Change 1: 4/28/97

Reason: Wrong terminology. Changed airplane to aircraft.

- **HELICOPTER**

AREA OF OPERATION: PREFLIGHT PREPARATION

TASK G: MINIMUM EQUIPMENT LIST

Change 2: 5/21/97

Reason: Under the new rule (8/4/97) the NOTE is not applicable.

- **HELICOPTER**

AREA OF OPERATION: NIGHT OPERATIONS

TASK A: PHYSIOLOGICAL ASPECTS OF NIGHT FLYING

- **GYROPLANE**

AREA OF OPERATION: NIGHT OPERATIONS

TASK A: PHYSIOLOGICAL ASPECTS OF NIGHT FLYING

FAA-S-8081-16, Commercial Pilot Practical Test Standards for Rotorcraft

Change 1: 3/1/96

Reason:

1. Commercial Pilot-Rotorcraft Practical Test Prerequisites, (page vii). Delete item #2, and renumber the remaining prerequisites. There is no requirement for possessing an instrument rating when making application for initial Rotorcraft- Helicopter, certification.
2. Commercial Pilot-Rotorcraft-Gyroplane PTS, AREA OF OPERATION VI, GROUND REFERENCE MANEUVER- Eights Around Pylons, (pages 2-ii, 2-viii, and 2-16). All reference to Ground Reference Maneuvers are deleted from Gyroplane PTS. It has been determined that this AREA OF OPERATION is not appropriate for Gyroplane training and testing.